



SECOND EDITION.

The China Mail.

ESTABLISHED 1845

W. MUMF
JAPANESE PHOTOGRAPHY
All kinds of Photographs
Work done in latest
DEVELOPING AND FINISHING
ALWAYS A SPECIAL
S. QUEEN'S ROAD
CENTRAL

No. 15,400.

號五月九年二十一百九千一英

HONGKONG, THURSDAY, SEPTEMBER 5, 1912

壬子年八月十四日

PRICE, \$3.00 Per Month

Robt. PORTER & Co's

CELEBRATED

BULL DOG

BRAND

Guinness

Stout =

IN PINTS & SPLITS.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912. 622

THE GUARDED RUBBER MICROBE!

Strange Precautions in a Sussex Village.

Cable despatches printed in New York with reference to synthetic rubber have this to say:—

Well guarded are the microbes used in the recently-discovered process of manufacturing synthetic rubber. Great precautions are taken to prevent intrusion at the works at Rainham (Hainham?) in Sussex. They are on a lonely peninsula in the river, and are only approachable by land from one direction. This is guarded at night by watchmen and ferocious dogs.

As a further precaution the vessels in which the bacteria are working are specially constructed so that they cannot be opened by an intruder, even if he were equipped with the best engineers' or burglars' appliances, under twenty minutes, and then his troubles would be useless as the vessels are so built that if they were forced open the intruder of superheated steam would destroy the bacteria immediately and probably seriously injure the intruder.

Every endeavour, too, is made to retain the unwavering loyalty of the whole staff concerned. Everyone connected with the enterprise is understood to be working on a co-partnership basis. A large amount of money has already been spent on preliminary research.

If it is a wet afternoon and you are inclined to settle down to a period of quiet meditation on the subject of "Whom Did Sarawak?" you can brood on the fact that a correspondent "Jumbo," suggests "the person who let Philippine."—The Globe.

Residents at Northam, Devonshire, are seriously alarmed at the inroads of the sea on the Northam Burrows, upon which are situated the Westward Ho! golf links, the championship course of the Royal Devon Golf Club. Each year the erosion becomes greater. At a meeting of the Manor Court held recently it was proposed to construct three or four groins and to plant the sand hills with a special binding grass to counteract the sea.

Business Notices.

FOR SALE.

Seven NEW ROW BOATS.

18 feet with 4 oars.

Price - - \$145.

W. S. Bailey & Co., Ltd.

TELEGRAM

Received on 11. 11. 11. from LONDON

We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



CONDENSED MILK.
MILKMAID STERILIZED NATURAL MILK
EVAPORATED CREAM

On Sale at All Stores.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 6th SEPTEMBER.

8.00 A.M. 'HONAM.' 8.00 A.M. 'HEUNGSHAN.'

10.00 P.M. 'KINSHAN.' 5.00 P.M. 'FATSHAN.'

SATURDAY, 7th SEPTEMBER.

8.00 A.M. 'HEUNGSHAN.' 8.00 A.M. 'HONAM.'

10.00 P.M. 'HONAM.' 5.00 P.M. 'KINSHAN.'

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.

Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSIONS TO MACAO.

SUNDAY, 8th SEPTEMBER.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. 'HOI-SANG' 457 Tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 568 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SAINUI'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Former Prince's)

Opposite the Blake Pier.

CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON'S LARGE WHOLESALE & RETAIL STORE:

FURNITURE, Draperies, Groceries

Boot and Shoes.

Makers of Jewellery, Lacquers.

Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.

SUP PAT POO STEPHEN.

TEL. No. 1408. CANTON

Canton, August 1, 1911.

SINGON & CO.

ESTABLISHED A.D. 1890

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipbuilders. Nos. 35 and 37, Central Market Telephone No. 515.

Hongkong September 4, 1909. 124

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN, Proprietor

TELEGRAPHIC ADDRESS: GRAND

Hongkong

Telephone No. 812

Business Notices.

P. & O.

Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1913.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 29th, 1913, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT:—

MARSEILLES: APRIL 26th.

LONDON: MAY 3rd.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—

1st SALOON £71.10 Single: £108.14 Return.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, September 2, 1912. 1096

NEW SHIPMENT OF

SANATOGEN

(Reduced Prices).

THE

VICTORIA DISPENSARY.

32, Queen's Road Central.

THE

LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description

Pioneers in the design and manufacture of

PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL

RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and China

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD & SWIRE

Hongkong, October 3, 1911. 123

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms:—From \$5 per day Max. Telephone Add: "Peakful."

Town Office, 4, Des Voeux Road.

Hongkong, February 3, 1908.

GRAND HOTEL

NO. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms, luxuriously furnished, Electric Light and Fans throughout.

Cuisine under EUROPEAN SUPERVISION.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE.

F. REICHERMANN, Proprietor.

Telephone No. 197. TELEGRAPHIC ADDRESS: "COMFORT" HONGKONG.

Hongkong, November 10, 1906.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

New Management. Large and comfortable Rooms, excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETORS.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure.

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN, Proprietor

TELEGRAPHIC ADDRESS: GRAND

Hongkong

Telephone No. 812

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

in Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

New American Shoes

JUST ARRIVED

A GOOD ASSORTMENT IN

White, Tan, Black, Blue and Pink

Peter Pan Collars,

Handkerchief Embroideries, etc.

PRIDDER STREET. Telephone 644

MEE CHEUNG & CO.

ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK

Select Views of Hongkong and South China

Special Department for Developing and Printing for Amateurs

CAMERAS FOR HIRE

WE solicit your kind patronage of our leading blends of

WINES AND SPIRITS.

ONLY the very best kept at prices that astonish our rivals.

A Trial will convince you that THE HOUSE

supplies your needs is the

WING ON Co.

TELEPHONE 189. CONNAUGHT ROAD

Hongkong, August 15, 1910.

KELLY & WALSH, LTD

NEW BOOKS

HANDBOOK OF SHANGHAI

RUBBER COMPANIES, by H. H. READ

China 1911-1912 Government Changes and National Movements, W. Sheldon Ridge, by Joshua Taylor

The Art of Golf, by Joshua Taylor

Forty Years of Parisian Society, Arthur Meyer

Big Game Hunting in Central Africa, Dunbar Branton

A Chronicle of Friendships, Luther Blandy

The Command of the Sea, A. H. Ford

Also and Perhaps, Sir Frank Swettenham

London Stories, Vol. two, Stevenson

Memor of Fleeming Jenkin, R. L. Lytton

Lytlestone the Pathfinder, Basil Mathews

Where Socialism Failed, Grahame White

The Odes of Homer in English Verse, Marjorie

Across Australia, Spencer and Gillies, 2 vols.

Guide aux Ruines d'Angkor, Commaillie

An Analysis of the System of Government throughout the British Empire

The Loss of the S.S. Titanic, Lawrence Beesly

Mathematics of Applied Electricity, Koch

Testing of Electrical Machinery, H. H. Read

Hereditary and Acquired, Whetham

Pathology of the Eye, Adams

X-Ray Diagnosis and Treatment, Bythell and Bantley

Consumption in General Practice, Hyalop Thomson

Procedures. How to read and understand them, Tovey

Pitman's Counting House Mathematics, Little

COLONIAL LIBRARY

The Soul Stealer, Ranger Gull

Lady Fitz-Maurice's Husband, Appleton

Doctor Gordon, Mary Wilkins

Robert Orange, John Oliver Hobbes

Tom, Louis Becke

Thou Art and Thither, McDermott

A Millionaire's Courtship, Mrs. Appleton

The Grey Man, Crockett

York's the Adventurer, Louis Becke

The Gods, Some Mortals and Lost

enham, John Oliver Hobbes

The Blue Peter, Morley Roberts

Lady Anne, Morley Roberts

Capt. Spink, Morley Roberts

WINE & SPIRIT MERCHANTS

Hongkong, May 14, 1912

Blackberry Brandy,

Cherry Brandy,

Cherry Whisky,

Sloe Gin,

Cherry Gin,

Pippin

CALBECK, MACGREGOR & CO.

WINE & SPIRIT MERCHANTS

Hongkong, May 14, 1912

For Bathing Parties.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1912.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 456.
Shanghai Office, 48, CONNAUGHT ROAD CENTRAL, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application. WONG PING WA, Manager.
Hongkong, April 1, 1912.

Queen Mary and King George

Chocolates in tins.

New Consignment.

Weismann, Limited.

Hongkong, July 20, 1912.

CROWN YAROL EXTRA CANVAS

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM

M. C. THOMSON & CO., LTD.,

GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS:

MELCHERS & CO.,

AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and
Aerated Water Machines

ALL ACCESSORIES FOR SAME.

MELCHERS & CO.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

Advertisers and Residents:

HEADS OF BUSINESS HOUSES,
PROFESSIONAL MEN,
SECRETARIES OF CLUBS,
MANAGERS OF HOTELS,
PRINCIPALS and MATRONS OF HOSPITALS,
and **ALL RESIDENTS** are requested to send in full
particulars.

NAME
ADDRESS
TELEPHONE NUMBER.....
CABLE ADDRESS.....

For FREE INFORMATION,

To:-

K. A. MASSEY,
33, KING EDWARD HOTEL.

Hongkong, February 12, 1912.

THE CHINA MAIL, LTD

Undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE
6, Wyndham Street.

European Supervision

Moderate Prices

Intimations.

MITSU BISHI GOSHI KWAISHI
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and **KAMİYAMADA** Collieries.

AGENTS for "SHINDAI", SAKITO,
and **OTUBARI** COALS.

HEAD OFFICE: TOKYO.
BRANCH OFFICES:
Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Kobe, Osaka, Shanghai,
Hongkong, Hankow.

TELEGRAMS for above: "IWASAKI"
Cables: A.L. ABO 5th Ed., Western Union

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &

Co.

MANILA: Messrs Macandray &

Co.

SINGAPORE: Messrs Borneo Co

Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, Paddis Street,

HONGKONG.

HONGKONG GENERAL CHAMBER

OF COMMERCE.

NOTICE.

A SPECIAL MEETING of Members

will be held on TUESDAY, the 10th

September, 1912, at 4 o'clock P.M., in the

CHAMBER ROOM, St. George's Build-

ing, to nominate a Member of the Chamber

to fill the place of the Honorable Mr. E.

A. Hewitt, C.M.G., during his absence

on leave, as the Hon. Mr. MURRAY STEWART

is shortly leaving the Colony.

Notice in writing of the names of Can-

didates and of their Proposers and Second-

ers must be lodged with the Secretary at least 48

hours before the time appointed for holding

the General Meeting.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, September 3, 1912.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING OF SHAREHOLDERS in the

above Company will be held at the Com-

pany's Office, on SATURDAY, the 21st

SEPTEMBER, at Noon, for the purpose

of receiving the Report of the General

Managers together with a Statement of

Accounts to 30th June, 1912.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 7th to

21st September, both days inclusive.

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, August 31, 1912.

FONG KAY,

HAIR DRESSING SALOON,

"RAZORS GROUND AND SET,"

No. 54, WELLINGTON STREET,

HONGKONG.

Graduated in America at the Moler

System of Colleges.

GIVE US A TRIAL.

The Best Barber in Town,

The American New Style Hair.

Hongkong, August 19, 1912.

MARTIN'S
APIOL-STEEL
PILLS
A French Preparation for all Liver and
Biliary Disorders. It is the best and
most reliable remedy for all cases of
Jaundice, Biliousness, Indigestion,
Constipation, and all other ailments
connected with the Liver and Biliary
System. It is sold in all the leading
Chemists and Druggists.
MARTIN'S
APIOL-STEEL
PILLS

NOTICE.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of teaching Euro-
peans to read the Chinese character, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who intend learning the Chinese
language are requested to write to Mr.
Li Hon Fan, at his office, 14, Hally-
wood Road, for particulars.

Hongkong, May 17, 1912.

FELUCCA
CIGARETTES
BEAR THIS HALL MARK
OF DISTINCTION
N° 33
IS THE MOST POPULAR

PRICE PER 100 IN 50's or 100's sealed tins \$2.80.
SOLD EVERYWHERE.

THE CHINESE PRESIDENT AND
HIS GENERALS.

A Possible Dictatorship.

The situation in China, as it develops
under the Republican form of govern-
ment, affords but little ground for
optimism. Its main features point to a
steady growth of reaction, most marked
in the North, against that form of govern-
ment, and to the increasing ascendancy
of the military element, itself semi-
independent, in several provinces; whilst
the separatist tendencies of the South are
becoming more marked every day. These
things have been foreseen by dispassion-
ate observers since the first success of the
revolutionary movement. In the light
of all recent history, they were practically
inevitable, if only because the social and
economic factors at the root of China's
unrest cannot possibly be remedied by
any change in the outward symbols or
designations of the executive authority.

For half a century or more the adminis-
tration of the Chinese Empire has per-
sisted by virtue of the Dragon Throne's
traditional prestige—a diminishing, but
still real, momentum of authority. The
revolution has destroyed that prestige
without producing the constructive gen-
erative to supply something equally
effective in its place. At Shanghai and
other centres of democratic activity every-
thing goes to show that, outside the small
political cliques which dominate the pol-
icy of the Advisory Council and the pro-
vincial Assemblies, Young China now
exercises little influence and less author-
ity. Its fiscal, financial, and administra-
tive blunders have completely alienated
the confidence of the gentry and mer-
chants, of that productive middle
class from which alone salvation can
come. The situation is clearly reflected
in the hurried defection of the leaders of
the first Republican vanguard, in the
mutual suspicions and constant recrimina-
tions between the Tung Men Hui and
the Kung Ho Tang, and in the attitude
of the military commanders, who are evi-
dently ambitious, and threaten to con-
spire, to regulate State affairs. Young
China, and particularly Cantonese Young
China, is proving once again the truth
of Herbert Spencer's dictum, that "in
proportion as the members of a Society
are aggressive in their natures, they can
be held together only by a proportionate-
ly strong feeling of unreasoning reverence
for a ruler. . . and, if the sentiment of
subordination becomes enfeebled, without
self-control gaining in strength proportion-
ately, there arises a danger of social
disintegration." The vicious circle of
national inefficiency, which widened un-
der the last Manchu Emperors, remains
unbroken, and has, indeed, been enlarged,
by reason of the lawlessness born of the
revolution; the problem, which still
harasses this long-suffering race, is, How
can a strong New China be created by
an official class which continues to prove
itself politically and morally unregener-
ate?

Undoubtedly, the most significant fea-
ture of the present situation lies in the
assertion and exercise of political power
by the commanders of the various mili-
tary forces scattered throughout the pro-
vinces, by the very men who, during the
past eight months, have signally failed
to maintain discipline and to subordinate
their personal interests to the common-
weal. It will be remembered that, at the
beginning of the revolution, it was one of
those forces, the Lanehou contingent,
which dictated the 10 articles of the Con-
stitution which the Throne and the
National Assembly accepted so ignomin-
iously in November. Since then the
Army has been busy, not in protecting
life and property, not in reorganizing its
drill and equipment on a uniform basis,
but in clamouring for privileges and pay,
and in securing the loot. To-day, with
the prospects of regular pay rendered un-
certain by the Government's failure to
obtain either recognition or loans from
the foreign Powers, most of its leaders
are evidently inclined to support Yank
Shan-shai, the one man capable, with that

support, of improving the situation—the
one man for whom the bulk of the north-
ern troops retain something of traditional
respect. Their attitude is, no doubt, to be
attributed to intelligent self-interest
rather than to patriotism or public spirit,
but it is none the less significant. It
means that China has, in fact, evolved a
Military League, very similar to that
which is attempting at this moment to
dominate the Government of Turkey, but
lacking in the patriotism and internal
discipline which have hitherto distinguish-
ed the Ottoman Army.

The position of Yuan Shih-kai as Pres-
ident is one of increasing difficulty and
danger: the manifesto which he issued
to General Li Yuan-hung and the Provin-
cial Tutuhs on June 24 is evidence that
he himself appreciates the fact. In this
remarkable document, the President of
the Republic, whose staunch loyalty to the
Monarchy elicited general admiration six
months ago, is reported to have said
that:—

On reaching middle age he had be-
come firmly convinced that the Constitu-
tion of America and France accorded with
the ideas of China's sages. . . After 2,000
years of despotism, Republicanism had
been established, fulfilling his long-
cherished desire. He had therefore sworn
allegiance to the Republic, and it had
since been his duty to see that neither
King nor Emperor reigned. Lately, there
had been rumours of his unfaithfulness,
rumours that he wanted to become
another Napoleon; these he declared to be
due to misunderstanding, or to an at-
tempt to serve private ends.

Without going back to the events of
the coup d'Etat in 1908, there is ample
and conclusive evidence that Yuan's in-
veterate policy of fusing both ways has
committed him, both before and since the
abdication of the Manchus, in a manner
which could hardly fail to attract atten-
tion and arouse suspicion amongst his
political opponents. His policy, following
the traditional lines of Celestial state-
craft, has been so instinct with duplicity
as to make it impossible to fathom his
real intentions. His overtures to Sun
Yat-sen, before the declaration of the
Republic, his relations with General
Chang Hsun, his declared opinion on the
irreconcilable differences between north
and south, and his open rupture with
T'ang Shao-yi and the Tung Men Hui,
all these are well known and publicly dis-
cussed in China. On the other hand, he
is certainly entitled to sympathy and
judgment, in that many of his political
acts have been forced upon him by the
foreign Powers' (to him), unexpected
attitude of neutrality and by their failure
to afford him the financial support which
he had every reason to expect upon as-
suming the Premiership under the
Monarchy. Consistency of policy and
loyalty of purpose have never been rigor-
ously demanded of China's statesmen,
and there is every reason to deliver the
country, whether as a Monarchy or a
Republic, out of all its afflictions. If he
can guard himself against the assassina-
tions of the Tung Men Hui and other "ad-
vanced" politicians, and if he can secure,
on terms, the steady support of Li Yuan-

(Continued on page 5.)

COUGHING INTO
CONSUMPTION

"Only a Cough" But you stop
it while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The "Best Preparation" made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.

OF ALL CHEMISTS

Prices: 3/6 and 6/6.

Ocular Headaches.

80% of headaches are Ocular
Headaches—caused through
some defect of vision. If your
headache is so caused, you will
never be cured until you wear
scientifically-fitted glasses to
correct the defect.

Let us Test your Sight and
MAKE CERTAIN.

CLARK & Co.
SCIENTIFIC OPTICIANS
100K SLODS, CHATER RD.
HONGKONG



Hongkong, June 24, 1912.

Intimations.

GRAND PROMENADE
CONCERT

— IN —

THE PUBLIC GARDENS

UNDER the distinguished patronage of

HIS EXCELLENCY SIR HENRY MAY,

K. C. M. G.

BY THE

BAND OF THE 1ST K. O. Y. L. I.

Thursday, 5th September,

AT 9.15 P.M.

Tickets, Prices 50 and 25 Cents

obtainable at MOUTRIE'S and

at the Public Gardens.

Hongkong, August 28, 1912.

HONGKONG

SHANGHAI

INTERPORT

SWIMMING.

THE above will take place in HONG-

KONG, on SEPTEMBER 19, 20

and 21.

Entries close on September 11.

F. LAMBERT,

Hon. Secretary.

Hongkong, September 4, 1912.

PARIS

TOILET.

No. 15, QUEEN'S ROAD CENTRAL,

HONGKONG.

(UNDER THE ASTOR HOUSE HOTEL).

HAIRDRESSING SALOONS FOR

LADIES AND GENTLEMEN.

MANUFACTURERS OF SEVES DES

ALPES, pronounced by those who

use it the best Hairwash to prevent falling

out of hair.

J. O. SCPIESS, Proprietor.

Hongkong, April 30, 1912.

'JUST ARRIVED'

FIRST CONSIGNMENT OF

NEW AUTUMN GOODS.

DAY & EVENING GOWNS,

TRIMMED & UNTRIMMED HATS,

BEADED TUNICS (in all colours),

UNDERLINEN, &c.

M. Gains,

PRINCE'S BUILDINGS.

Hongkong, September 3, 1912.

J. EYES

FLUID

SOLE AGENTS,

W. G. HUMPHREYS & CO.,

BANK BUILDINGS

Hongkong, May 14, 1912.

THEATRE ROYAL

WORLD'S TOUR 1911-12-13.

The Eminent Actor

ALLAN

WILKIE,

Supported by powerful London Company,

including the talented Actress,

Miss FREDISWYDE

</



Hughes and Hough

Auctioneers to the Government.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4th & 5th Editions.
All Telegraphic Codes.

Telegraphic Address:
"MERITON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,
the 6th September, 1912, at 3 P.M., at
their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street.

A LARGE NUMBER OF FOWLS,
chiefly imported stock,
consisting of the following breeds, Leg-
horns, Minorcas, Malay, Hamburg,
Plymouth Rocks, Wyandottes,
also a number of Fancy Pigeons, com-
prising Jacobins, Pouter, Fan Tails,
Magpies, etc., etc.

Also
1 Case Tinned Australian Sausages,
1 Case Potted Meats,
and a quantity of Ham,
1 Case Small Australian Cheeses.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 3, 1912. 1108

SPECIAL SALE

BY

PUBLIC AUCTION

on

TUESDAY,

the 10th September, 1912, commencing at
at 2.30 P.M. sharp,

at

HIGH CLASS IRISH GOODS.

MESSRS HUGHES & HOUGH have
received instructions to sell on the
above date at their Sales Rooms, Ice House
Street.

Single and Double Bed Size Sheets, Irish
hand-embroidered Pillow Cases, Irish
Turkish Towels, Bath Towels, Bath Sheets,
Bath Gowns, Best Linen Towels, Roller
Towels, Damask Table Cloths, Serviettes,
White Satin Quilts (single and double bed
size), White and Cream Lace Curtains,
Supper Cloths, Tray Cloths, Underlinen,
Maiden Underskirts, ready to wear Ladies'
Robes, Camisoles, Night-dresses, Blouse
and Dress Lengths, Ladies' and Gent's
Handkerchiefs, Table Covers,
etc., etc., etc.
Goods will be on view on FRIDAY, a.m.
Catalogues will be issued.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 29, 1912. 1086

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

on

WEDNESDAY AND THURSDAY,

the 11th and 12th September, 1912, at

10 A.M., each day, at H. M. NAVAL

Yard, and at Kowloon Depot.

OLD AND SURPLUS

NAVAL & VICTUALLING STORES,

Comprising—

SURPLUS NAVAL STORES:

Old Canvas, Canvas Bags, Coir

Cordage, Manila Hawser, India Rubber,

Beats, Masts, Carpenters, etc., Blankets,

Barricades.

OLD & SURPLUS VICTUALLING

STORES:—Provisions, Seamen's Clothing,

Blankets, Officers' Mess Traps, (A quantity

of Electric plates Articles and Table Linen),

Implements, Seamen's Mess Utensils, Oak

Staves, Tailors' Sewing Machines, Weight-

ing Machines, etc., etc.

N.B.—The sale will commence at 10 a.m.

on WEDNESDAY, 11th at the Naval

Yard where the Stores to be sold there will

be disposed of, after which the sale will be

continued at the Kowloon Depot where

certain Naval Stores as shown in the Cata-

logue and all the Victualling Stores will be

sold.

TERMS OF SALE:—As detailed in the

Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, August 31, 1912. 1085

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

on

SATURDAY,

the 7th September, 1912, at 11 A.M. at

their Sales Rooms, No. 8 Des Voeux

Road, corner of Ice House Street.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

including, Wares,

Poorhouse Leases, Ware,

1 Safe, Piano by Collard & Collard, &c.

Removed to Sale Rooms for Convenience

of Sale.

Also

3 TYPEWRITERS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 4, 1912. 1114

Intimations.

CHEESE

EXTRA CHOICE

CANADIAN STILTON

60 CENTS PER LB.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910. 86

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,

General Managers, Hongkong.

J. T. HAMILTON, GENERAL MANAGER

FOR THE EAST, TOKYO.

New Insurance Paid for.....\$ 25,687,500

Outstanding Insurance amounts

to.....\$293,853,292

Assets amount to.....\$104,068,652

Surplus amounts to.....\$17,828,768

Dividends to Policyholders

1910.....10,575,157

Total paid Policyholders 1910

53,439,387

Total Expenses for 1910.....10,392,035

Gross earnings from Interest

and Rents for 1910.....21,648,629

Gross rate of Income from

Investments 1910.....4.43%

Hongkong, Feb. 23, 1912. 725

NORTH BRITISH & MERCANTILE

INSURANCE CO.

IN WHICH ARE VENTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.,

TOTAL FUNDS at 31st DECEMBER, 1911,

\$22,561,266.

Authorized Capital \$4,000,000

Subscribed Capital \$4,000,000

Paid-up Capital.....\$2,437,500

II—Fire Funds.....\$3,939,114

III—Life & Annuity Funds.....16,136,160

Sinking Fund Account.....88,512

\$22,561,266

Revenue Fire Branch.....2,567,158

Life and Annuity Branch.....1,973,949

Revenue Marine Department.....262,902

Other Receipts.....430,183

\$2,567,158

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO

Agents.

NOTICE

HIGH-CLASS PRINTING

BOOK BINDING

Done at

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars,

Programmes, Menus, etc., etc

Artistically Arranged and

Carefully Printed.

Clean Proofs and prompt delivery

guaranteed.

You send us the copy we do the rest.

THE

CHINA MAIL

Typhoon Map &

Guide.

Price.....10 cents.

hung, Huang Hsing, and other powerful
commanders, he may be able to evolve
order out of the present chaos and to
restore that wholesome reverence for con-
stituted authority without which the
government of China is impossible.
Whether, as many Chinese profess to
believe, he actually aspires to be the
founder of a new dynasty is another mat-
ter, and one which in itself would not
greatly disturb the Chinese people.

MILITARY POWER AND FINANCE.

But if Yuan's authority is to be as-
serted and supported by the aid of the
military commanders, the loyalty of their
troops will assuredly be conditional on
the maintenance of their privileges and
the regular provision of their pay. To
ensure these things Yuan must be in a
position to command foreign loans. To
do this he must satisfy foreign capitalists
and the Powers behind them that effective
control of expenditure is guaranteed, and
he must be able to impose his authority
in this vital question upon the unruly
elements in the provinces. This practi-
cally involves a dictatorship, more or
less prolonged, and based on the loyalty
of the troops, and it assumes that the
differences between north and south and
the claims of the provinces to local auto-
nomy in matters financial can be ad-
justed. It is obvious that serious dif-
ficulties must arise in the case of troops
whose local interests are stronger than
their instincts of nationalism. On the
whole, however, and considering the ques-
tion from the standpoint of the ultimate
welfare of the Chinese people, it would
seem that a dictatorship in the hands of
an able administrator like Yuan, accus-
tomed to the handling of troops, offers
the best hope of a recuperative period
and the beginnings of re-organization.

The opinion seems fairly general
amongst the property-owning classes in
China that the Powers whose interest and
professed desire it is to increase China's
national efficiency and to preserve her
territorial integrity, would be well ad-
vised to extend moral and financial sup-
port upon terms to Yuan as the best
chance of avoiding long years of anarchy.
It is an open secret that this would have
been done in December last had it not
been for the opposition brought to bear
by the foreign mercantile communities at
the Treaty Ports, and notably by the
great British firms at Shanghai. These,
naturally fearing that any support given
to the cause of the Monarchy would lead
to destruction of their property, by the
Republicans, to the killing of Europeans
in the interior, and to a general cessation
of trade, brought all their influence to
bear against Yuan and the Monarchy;
its weight was sufficient to determine the
Powers concerned in a policy of benevo-
lence but futile neutrality. In declining,
at the last critical moment, to supply
Yuan with the funds which would, no
doubt, have saved the Throne last Decem-
ber, the Powers interested in the four
Powers' loan negotiations undoubtedly
followed the lead of Great Britain, and
the Diplomatic Body at Peking virtually
left the chief responsibility with the
British Minister. Sooner or later that
responsibility will have to be faced any-
way, and with it the risks of definitely sup-
porting a central authority against the unruly
elements of Young China.

A FIRM HAND NEEDED.

To continue to advance foreign capital
for the payment of troops, or for the
redemption of "military notes," would be
suicidal, for there would be no inducement
to reduce the numbers of these
marauding bands and no incentive to pro-
ceed with the reorganization of internal
administration for revenue purposes. The
merchant classes are now generally convinced
of the necessity for supervision of loan
funds and for a strong policy of cen-
tralization in matters of national as dis-
tinct from local finance; they perceive,
also, the dangers that underlie the local
and provincial loans recently contracted
by all manner of more or less irrespon-
sible authorities. The people at large
have no say in these matters; they have
practical sense more than their instinctive
tractability and their respect for authority,
however constituted, by the protection
universally accorded, by Young China's
orders, to the lives and property of for-
eigners in all parts of the country. And
in this connection it may be observed that
if, as seems possible, an anti-foreign
movement should now be created by the
agitators who follow after Sun Yat-sen
and General Huang Hsing, there should
be neither hesitation nor delay in de-
finitely fixing the responsibility for the
consequences of such a movement upon
those who, for their own ends, incite the
people to violence. If the revolution has
accomplished nothing else, it has at least
proved that the masses can easily be
constrained from attacking the foreigner,
which is precisely what most residents in
China, diplomats excepted, have always
maintained.

The question underlying all Young
China's activities and the warfare of
parties in the Advisory Council is the
question of the allocation and use of
foreign capital, a world matter of per-
sonal aims and self-interest. It can be
solved either by dictatorial methods or
by a reasonable compromise, but only by
unswerving firmness where Young China
is concerned. Confronted by a deter-
mined policy and reserves of force, the
bluff and boyish bravado of the student
class would rapidly subside. There
would be a certain amount of bloodshed,
no doubt, but for less than this there must
be if the present conditions are permitted
to continue. Let it once be understood
that the central authority in the hands
of Yuan (or any other suitable person)
can count on the moral and financial sup-
port of the Powers chiefly concerned, and
that Young China's disruptive tendencies
can no longer rely on European sym-
pathy, and the prospects of peace in the
Middle Kingdom will be materially ad-
vanced.—The Times.

Geo. P. Lammert

AUCTIONEER.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

on

FRIDAY,

the 6th September, 1912, commencing at

2.30 P.M., at No. 1, Carnarvon Road,

Kowloon.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

On view from Thursday, the 6th Sept.

Times:—Cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

Hongkong, September 2, 1912. 1099

To Let

TO LET

MODREENAGH, 21, The PEAK, for
six months from 1st November.
Apply Property Office, JARDINE,
MATHESON & CO., LTD.
Hongkong, September 4, 1912. 1113

TO LET.

ALTOURA, Nos. 58 and 59, Robinson
Road, with Garden and Lawn;
moderate rental.
Apply to COMPTON,
HOLLAND CHINA TRADING CO.
Hongkong, September 2, 1912. 1098

TO LET.

NEW First-Class SIX ROOM HOUSES
in Cameron Road, Kowloon, from
the 1st of October next. Moderate rent.
Apply to
SPANISH DOMINICAN
PROPRIETOR,
2, Seymour Road, Hongkong.
Hongkong, August 27, 1912. 077

TO LET.

LARGE substantially built GODOWN,
situated on Water Front East Point.
For further particulars apply Property
Office, JARDINE, MATHESON & CO.,
LTD.
Hongkong, August 14, 1912. 1025

TO LET.

SHOP with Godown attached, NATHAN
Road, Kowloon.
Kowloon Marine Lot No. 48 with wharf.
Apply to
RUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, June 1, 1912.

FOR SALE or TO LET.

FURNISHED or UNFURNISHED
"LEWENOR," No. 116, The PEAK.
Possession October 16th, 1912.
Full particulars of price or rent can be
obtained from
Messrs JOHNSON, STOKES & MASTER,
Sole Agents,
Prince's Buildings, Ice House Street.
Hongkong, July 28, 1912. 99

TO BE LET.

SHOPS and OFFICES, in
ALEXANDRA BUILDINGS.
Apply
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, May 21, 1912. 1110

TO LET.

OFFICES in KING'S BUILDING.
GODOWN, No. 102, Praya East.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, September 2, 1912. 1524

TO LET.

ON 2nd Floor, No. 2 PEDDER
STREET.
One-Roomed Office. Apply Prop-
erty Office, JARDINE, MATHESON &
CO., LTD.
Hongkong, April 30, 1912. 691

TO LET.

NO. 13, BEACONSFIELD ARCADE,
Top Floor.
"ROGATE" Austin Road, Kowloon,
from 1st April.
No. 12, BEACONSFIELD ARCADE,
First floor.
No. 13, BEACONSFIELD ARCADE,
First floor.
1 SMALL GODOWN in Duddell Street
(Godwin D.).
LARGE ROOMS to let, central posi-
tion, cheap rent.
No. 19, SHELLEY STREET.
Apply to
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 16

NOTES ON WILD LIFE

HONGKONG AND SOUTH

CHINA.

By the Rev. G. A. BUNBURY, M.A.

To be had at the CHINA MAIL OFFICE.

Price.....50 cents.

O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED

Without Alcohol or Gas.



B. Van der TAK & Co.'s CIGARS

ARE THE BEST IN THE MARKET.
The Cabinet Brand.

Favoritas, Cabinets,
Commerciales, Sublimes.

GARNER, QUELCH & Co.,

TELEPHONE 636.

Sole Agents.

1580

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND 1/2" to 1 1/2"
CABLE Laid 5" to 15"
4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	I.H.P.	Commander	Last report
Albatross	despatch vessel	1700	12	3000	Comdr. C. L. Lamb	Hongkong
Albatross	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Pichard	Kiangsu
Britannia	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Hankow
Cadmus	sloop	1070	8	1400	Comdr. H. P. E. T. Williams	Hankow
Charub	water tank and tug	380	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	8	1400	Comdr. H. R. Voale	Canton
Defence	cruiser, 1st class	14,600	—	—	—	Hongkong
Fame	torpedo boat destroyer	360	6	3700	Lt.-Comdr. H. S. Monroe	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Handy	torpedo boat destroyer	270	6	4000	Lt.-Comdr. E. Boddam Whelham	West River
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. Maxwell	Amoy
Kent	cruiser, 1st class	8000	14	22,000	Capt. A. T. Hunt, C.S.I.M.	Amoy
Kinsale	river gunboat	618	4	1500	Lt.-Comdr. H. D. Marryat	Yangtze
Marlin	sloop	1340	—	—	Capt. F. C. C. Pasco	Surabaya
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. G. C. Cayley	Shanghai
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Barttelot	Shanghai
Mooreen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. E. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lt.-Com. Malcolm Murray	Yangtze
Other	torpedo boat destroyer	350	6	3500	Comdr. Seymour	Hongkong
Pegasus	cruiser	2135	—	—	Capt. F. H. Mitchell	Shanghai
Prometheus	cruiser	2135	—	8000	Comdr. P. H. Warleigh	Hongkong
Ribble	torpedo boat destroyer	700	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	900	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	3500	Lt.-Comdr. Brickenden	Hongkong
Tamar	receiving ship	4550	8	—	Commodore G. J. Eyre	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hor. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hankow
Uk	torpedo boat destroyer	590	—	7500	Lt.-Comdr. B. W. Blisset	Shanghai
Virago	torpedo boat destroyer	355	6	3500	Lt.-Comdr. H. D. Adair Hall	Hongkong
Waterwitch	surveying ship	820	—	450	Lt.-Comdr. F. A. Reynolds	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. T. B. Chambers	Shanghai
Whiting	torpedo boat destroyer	360	6	3500	Comdr. G. H. Hartford	Hongkong
Widgeon	river gunboat	195	2	800	Com. M. H. Wilding	Katung
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Yangtze
38	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
36	submarine	—	—	—	Lt.-Comdr. J. R. A. Coddington	Hongkong
0.35	torpedo boat	—	—	—	Lt. Comdr. Woodward	West River
0.36	torpedo boat	—	—	—	Lt. Comdr. Murphy	West River
0.37	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River

* Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tons	Guns	H.P.	Captains	Last report
Kaiser Franz Joseph 1	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	French armoured cruiser	9710	30	19,600	Capt. Goutte	Saigon
Decade	French gunboat	745	10	1200	Lt.-Comdr. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lt.-Comdr. Durdet	Canton
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Jervillier	Canton
Poind	French gunboat	130	—	—	Lt.-Comdr. Cullin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lt.-Comdr. Dupuy Duteils	Tehong-Kip
Lynx	French sub-marine	—	—	—	Lt.-Comdr. Bouix	Saigon
Protee	French sub-marine	—	—	—	Lt.-Comdr. Bouix	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lt.-Comdr. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lt.-Comdr. Aurillac	Saigon
d'Arville	French destroyer	—	—	—	Capt. de Frigate Roussin	Hankow
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying ship	1825	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boucaut, Commanding the local defense force in China.

Name	Flag and description	Tons	Guns	H.P.	Captains	Last report
Emden	German cruiser	3600	22	13,500	Capt. v. Restoff	Tientsin
Guldenhof	German armoured cruiser	11,600	36	26,000	Capt. v. Useler	Tientsin
Illis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tientsin
Lucas	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Morsberger	Tientsin
Other	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rosing	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Barrenberg	Tientsin
Taku	German torpedo-boat	290	4	6000	Olut. z. S. Chassan	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tientsin
Yangtze	German river gunboat	223	4	1300	Capt. Lieut. Frhn. Fiecks	Canton
Vaterland	German river gunboat	223	4	500	Olut. z. S. Pries	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Tientsin

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name	Flag and description	Tons	Guns	H.P.	Captains	Last report
A-2	U. S. submarine	—	—	—	Ensign J. McC. Murray	Olongapo
A-4	U. S. submarine	—	—	—	Lt.-Comdr. E. D. McWhorter	Olongapo
A-6	U. S. submarine	—	—	—	Ensign J. C. Van de Carr	Olongapo
A-7	U. S. submarine	—	—	—	Ensign C. M. Yates	Olongapo
Albatross	U. S. protected cruiser	3430	10	7500	Com. M. J. Bristol	Cebu
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Lt. O. S. Graves	Cebu
Barry	U. S. torpedo-boat-destroyer	420	7	8000	Lt.-Comdr. E. Hill	Cebu
Callao	U. S. gunboat	243	8	250	Ensign W. L. Halberg	Canton
Chamney	U. S. torpedo-boat-destroyer	420	7	8000	Lt.-Comdr. F. J. Fletcher	Cebu
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. E. S. Robinson	Cebu
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign J. L. Orvald	Cebu
Decatur	U. S. torpedo-boat-destroyer	420	7	8000	Lt.-Comdr. B. H. Green	Cebu
Di Soto	U. S. gunboat	620	4	800	Lt.-Comdr. V. S. Houston	Shanghai
Helena	U. S. gunboat	1392	8	1698	Comdr. H. L. Jackson	Shanghai
Mohican	U. S. station ship	1900	6	1100	Chief Gunner J. Mitchell	Cebu
Monadnock	U. S. monitor	2090	6	3000	Lt. E. P. Sigsbee	Olongapo
Monterey	U. S. monitor	4084	4	6277	Commodore H. A. Wiley	Shanghai
Pampanga	U. S. gunboat	243	8	—	Lt.-Comdr. C. A. Woodruff	Cebu
Piscataqua	U. S. sea going tug	854	2	1650	Lt.-Comdr. S. W. Wallace	Canton
Pompey	U. S. repair ship	3085	—	—	Lt.-Comdr. E. V. Lowe	Shanghai
Quincy	U. S. gunboat	390	2	208	Lt.-Comdr. J. W. Schoenfeld	Shanghai
S. 100	U. S. cruiser	4280	14	1800	Lt.-Comdr. A. N. Mitchell	Cebu
S. 101	U. S. gunboat	243	8	250	Lt. E. D. Washburn Jr.	Cebu
S. 102	U. S. armoured cruiser	8115	14	17,401	Comdr. H. A. Bingham	Cebu
S. 103	U. S. gunboat	379	9	508	Ensign H. A. McClure	Shanghai
S. 104	U. S. gunboat	1397	8	1694	Comdr. J. F. Hubbard	Shanghai
S. 105	U. S. tug	482	—	—	Chief Boatswain: P. E. Radcliffe	Olongapo

* U.S.S. Rainbow, Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, (temporarily).

THE DEADLY TROPICS.

Sanitation and Finance in The Swamps.

"In the tropics," especially in a new country like Malaya, and above all in what is practically a new industry like plantation rubber, the problem facing the medical officer is not simply that of reducing a somewhat unsatisfactory death-rate. In Malaya very often the existence of almost the whole population is at stake, and death sometimes lays claim to a third of the population in a year." This was one of the opening sentences, says a London contemporary, in a contribution sent by Dr. Malcolm Watson, chief medical officer to the Hospitals Association, Klang, in the Federated Malay States. It was read before the section of Tropical Medicine. He showed some of the difficulties that face every doctor who tries to reform the sanitation of the tropics. He must never forget the necessity for economy. Neither Government nor private individuals have unlimited money for expenditure on sanitation. At every turn sanitation and finance are inextricably mixed. If a man lives by growing rice in a malarious swamp he, by reason of his poverty, must suffer malaria, because the removal of the malaria would at the same time remove his livelihood. He therefore suggested that even when high death-rates call for immediate action drastic measures should not be taken unless results are fairly certain. If the doctor desires progress and tries to drive the estate managers he will often find himself to be the most serious obstacle to reform.

The two great tropical pests that Dr. Watson described were malaria and ankylostomiasis. The first is carried by mosquitoes, and the second is an infection of minute worms, which find their way from infected ground through the bare feet of coolies. He explained how they had been obliged to fight the malarial mosquito in two distinct ways. In the low-lying plains it was sufficient to remove the jungle and drain the land, but in the mountainous districts the mosquitoes were of a different class. They lived quite well in running water, so all the streams had to be placed underground. He believed in freeing men from the mosquito pest so that they could lead a normal, healthy life without being shut up behind curtains.

In Panama, the most perfect example of tropical sanitation in existence, there was discipline such as could not be obtained elsewhere. Amongst the undisciplined coolies of Malaya the doctor had to do nearly all and the patients scarcely anything. Ankylostomiasis was brought to the country by Tamils, who were often too alcoholic to be safely treated by eucalyptus and similar oils.

Dr. Carnegie Brown, of British Guiana, said that it was useless to protect coolies' feet from the worms with boots, unless the boots were very strong and came very high up the leg. He recommended a liberal application of tar and sand as the best protection for the natives' lower extremities.

Later in the discussion Dr. Law returned to the question of malaria, and said that in British Guiana they found it best to keep all their water trunks well stocked with small fish, which devoured all mosquito larvae.

WORLD'S SECOND LARGEST DAM COMPLETED IN AUSTRALIA.

The ceremony of turning on the water in connection with the Murrumbidgee irrigation scheme was performed by Mr. Griffith, who stated that the first sub-division of 125,000 acres would be increased to 350,000 and that this area would be afterwards augmented by 1,000,000 acres of dry land to be worked in conjunction with the irrigated area. The settlement, he added, was one of the largest and best in the world. It would be an insurance against drought for 60,000,000 acres of the surrounding country. The Government proposed to establish better and bacon factories and other accessories required by the settlers. The total expenditure on the scheme was expected to reach £3,500,000, and it was proposed to place the settlement under a commission free of political control. The Burrumbidgee dam, which conserves the water, is the second largest in the world.

WHOOPING COUGH.

It is in diseases like whooping cough that the good qualities of Chamberlain's Cough Remedy are most appreciated. It liquefies the tough phlegm and aids expectoration. It also renders the fit of coughing less frequent and less severe, depriving the disease of all dangerous consequences. For sale by all Chemists and Druggists.

THE POPULAR AMULET.

Superstitions That Rule Aviators.

Lord Rosebery has confessed to carrying a Swastika, the ancient Buddhist emblem, which has of recent years become very popular again among all classes. Probably if an examination were possible it would be found that the majority of people carry some emblem, token, or amulet about their persons in the belief that it will bring them luck or ward off evil. Actors, sportsmen, and sailors generally bear the reputation of being superstitious, and of being firm believers in the efficacy of charms and amulets. To their number must now be added the devotees of the science of aviation. A writer in a German magazine has been relating some of the superstitions to which the German aviators plead guilty.

He states that Wientziers, "the boldest of the German aviators," is also the most superstitious, and will never fly without his "monkey." This monkey, however, is only an ordinary doll of brown velvet, a common child's toy, such as may be purchased in any toy shop. He claims it as his talisman, and he takes it with him on every flight. He, however, is not the only aviator to plead guilty to the charge of being superstitious. Hirth, who once fell from a considerable height without injuring himself, very carefully treasures the shirt he wore on that occasion. He will not permit it to be washed, and when he gets into his aeroplane he places it round his waist under his leather waistcoat.

Colombo placed the blame for a fall he had one day on the watch he was carrying, although unable to assign any reason for such belief. He, however, immediately sold the article to one of his workmen for a few shillings. This mechanic, while carrying the watch, also fell when on a flight for the purpose of passing an examination. He, too, attributed the mishap to the possession of the watch, and he gave it to the first boy he met when he got out of his difficulty.

Wildenacker would not, for anything in the world, pass over a cemetery. He would rather go a considerable way round, and the case of Muller, who after having landed in a cemetery close to Wansel met his death on the Magdeburg aerodrome, certainly did not cure him of his superstition.

The last rivet on the tower of the Woolworth building in New York, the highest structure in the world, was recently placed in position by a woman, Miss Alberta Claire, "the girl from Wyoming," who had previously provided New York with a sensation by riding up Broadway after an 8,000 mile journey on horseback from the West. After the elevator had taken her to "somewhere around the fiftieth floor," Miss Claire got but on the bare steel skeleton. She skipped along the narrow beams until she reached the very top of the mound. There she put in place the last rivet, waved her hands to the thousands below and posed for the photographers.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Prices \$1.25 and \$2.25

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.

AUTHORIZED CAPITAL £1,000,000—(25,000,000/-)

Paid-up CAPITAL £1,450,000—(£3,625,000/-)

RESERVE FUND £1,782,638—(£4,410,638/-)

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djember, Cherbon, Tegal, Pecalangan, Sibolga, Bandong, Padang, Medan, Teluk Tinggi (Deli), Palembang, Bona, Radja, (Achen), Macassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, Rio, de Janeiro, London, and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on balance.

Fixed Deposits 12 months 4% per annum.

6 months 3% per annum.

3 months 2% per annum.

A. F. VAN RIES, Agent.

Hongkong, July 18, 1912.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE £25,000,000—About £1,400,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

BY TELEGRAPH. BY TELEGRAPH.

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LIFEBOAT ACCOM-
MODATION.BOARD OF TRADE REVISED
RULES.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.
The Board of Trade have issued Revised Rules requiring all foreign-going vessels to provide sufficient lifeboat accommodation for all on board.

THE PANAMA CANAL
QUESTION.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

A telegram from Washington states that in diplomatic circles it is believed that Great Britain's delay in asking for arbitration regarding the Panama Canal question indicates that the Government will eventually abandon the idea.

It is pointed out that Great Britain fully understands that the free tolls apply only to the American coastwise trade, in which Great Britain in no way participates. All desire that cause for arbitration should disappear.

MALICIOUS SUFFRA-
GETTES.TAMPERING WITH THE
TELEGRAPHS.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

Fourteen of the main telegraph poles at Potterwar near London, have been tampered with by suffragettes, and a notice erected stating that what had been done was owing to the attitude of the Liberals towards the Suffragettes.

TRADE UNIONISTS AND
THE GOVERNMENT.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 4.

After an acrimonious debate the Trades Union Congress, meeting at Newport, Mon., decided to instruct the Parliamentary Committee to oppose the Government Bill for partially reversing the Osborne Judgment and to demand a complete reversal.

A GOLF SURPRISE.

HILTON DEFEATED IN FIRST
ROUND.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 4.

Waldo, a comparatively unknown American player, defeated the British champion Hilton in the first round of the American golf championship at Wheaton, Illinois.

THE BRITISH ASSOCI-
ATION.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 4.

Unusual interest attaches to the meeting of the British Association, which is opening at Dundee to-day. The leading topic will be whether it be possible to manufacture life chemically.

THE LABOUR TROU-
BLES AT CHARLSTON.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 4.

Reuter's correspondent at Charleston, West Virginia, telegraphs that the militia have seized 200,000 rounds of ammunition, seven machine guns, 1,500 rifles, and a large number of revolvers from the 5000 armed miners on strike, who had threatened to tear up the railway.

THE FRENCH MINE
DISASTER.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 4.

The latest news from Bethune, North France, states that forty-one miners are dead, and over twenty dangerously injured.

The mine has gone on fire and there have been frequent explosions. Two rescuers have been killed and three seriously injured.

[COPYRIGHT.]
HOME CRICKET.
LATEST RESULTS.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

South Africans v. Hampshire at Bournemouth—Draw.
Middlesex beat Surrey by 10 wickets.
Yorkshire versus M.C.C. at Scarborough, drawn.

PRINCESS MARY.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

The Kaiser has invited Princess Mary to make a short visit to his daughter at Potsdam in the Spring.

BRITISH MILITARY
MANOEUVRES.

THE "BATILE OF WINDSOR."

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

A battle took place during the night round Windsor Castle, and shots were exchanged in the streets.

Cavalry to-day forded the Thames in pursuit of the enemy's mounted troops.

THE BALKANS'
UNREST.

BELLICOSE BULGARIANS.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

The outlook in the Balkans is causing renewed disquietude. The bellicose agitation of Bulgaria continues and it is feared that the Cabinet will ultimately be forced to yield to the clamour of war.

The Bulgarians desire better treatment for the Christians in Macedonia; it is believed that this finds a sympathetic echo in Russia.

BURGLARS SURPRISED.

Two Captured at Seymour
Terrace.

Two burglars who attempted to enter the house of Mr. J. L. Lopez, of the Treasury Department, No. 10, Seymour Terrace, last evening had a surprise, for their visit was expected, and preparations had been made which resulted in their capture. Several times during the past month attempts have been made to enter the house, which is situated near the Jewish Recreation Club. On one occasion the thieves were so daring as to cut round the keyhole of the front door, but they were frightened by watchdogs in the house, and got away. After this Mr. Lopez kept a constant watch and success attended his efforts last evening.

It appears that two men tried to get into Mr. D. S. Gubley's house on the terrace below shortly after 11 o'clock, but being unsuccessful they turned their attention to No. 10, and were attempting to open the door of the servants' quarters with a false key when their presence was detected by Mr. Lopez, junior, and one of Mr. Lopez's sons-in-law, who had been keeping watch. One left the house by the back door and the other by the yard, and thus cut off the thieves' means of exit. Both men when caught declared that they were friends of the house boys, but these were called and ascertained that they knew nothing of them. Mr. Lopez, junior, took the thieves to the police station and charged them. It is curious that Seymour Terrace should be paid a much attention by burglars, as the district is particularly well patrolled by Indian policemen. Possibly if the officers were provided with rubber soled boots they would make a few captures. The mail studded footgear at present worn gives good warning of their approach.

THE "EMPRESS OF BRITAIN"
COLLISION.

Further particulars of the collision in which the "Empress of Britain" was damaged are to hand. They read:—With her forepeak stove in and the bow plates crumpled like paper, the Canadian Pacific liner Empress of Britain came into Quebec Harbour under her own steam on the morning of July 27, after sinking in collision on the Saturday afternoon the British liner Helvetia, off Funchal, 330 miles from Quebec. The bow of the Empress of Britain was bent out of line, and a large opening, was visible, reaching to the forward compartment.

According to the accounts of passengers the Empress of Britain was going half-speed at the time of the collision on account of fog. The liner crashed into the Helvetia amidships, plunging her way half through the latter ship. The alarm whistle and the crash brought everyone on deck. The bow of the Empress of Britain was kept embedded in the side of the Helvetia to prevent the vessel sinking like the crew of the cutter reached the liner's decks by means of ropes. When the Helvetia was sinking a few minutes afterwards the liner's bow was still embedded in her side, and there was an exciting moment as some of the Empress of Britain's bow plates were torn away.

THE LATE EMPEROR OF JAPAN.

"The Times" commenting on the late Emperor of Japan stated:—The proceedings in both Houses of Parliament yesterday are significant proof of the high and exceptional place which Japan and her Imperial House hold in the minds of the Legislature and of the British people. Addresses of condolence with King George on the death of his "ally" and "friend," the late Emperor of Japan, were moved by Lord Crewe and the Prime Minister on behalf of the Government, and were seconded by Lord Lansdowne and Mr. Bonar Law. They were, of course, carried unanimously, for they faithfully reflect the feelings of the whole nation and of all King George's subjects beyond the seas. All of us are conscious of the greatness of the reign that has closed—"the most memorable reign," the Prime Minister justly said, "in modern history." All of us in this ancient Monarchy, where the ties that bind the Sovereign to their peoples are so close and so strong, know how universal and how deep is the grief of a sorrowing nation for a loved and honoured Emperor who is no more. We join with the Houses of Parliament in tendering to the Japanese our sympathy in their bereavement and, with Mr. Asquith, "we beg them to believe that we honour with them the imperishable memory of the great ruler whom they have lost." Yet, fully though we share in their sorrow, and sensible as we are of its bitterness, we know that it is at once hallowed and intensified by sentiments we can indeed divine, but which are apart from our inherited habits of thought. They are sentiments of which our ancestors had some faint and shadowy conception when they spoke of the divinity that doth hedge a King. They go home today to the hearts of scores of millions of the King-Emperor's subjects in India. None who witnessed the spontaneous homage paid to his empty Throne at Delhi can doubt that there, as in Tokyo today, the people showed that to them the majesty of kingship is still truly sacred. That from immemorial time has been the conception of the Royal office throughout the East, and nowhere, despite all the immense changes of late years, has it been preserved more faithfully than in Japan. The transformation, as Mr. Asquith called it, of the sequestered and semi-divine figure, to which the arts of the Shoguns had reduced the Emperor for centuries, into a Constitutional Monarch, with the loss of his ancestral attributes, was not the least wonderful achievement of the late reign. In the eyes of the immense majority of his subjects those attributes are undiminished. The rites which our Tokyo correspondent reports to-day, and, still more, the demonstrations of popular piety and grief during the Emperor's last hours, witness that this is so. The prevalence of these beliefs and feelings amongst the most progressive nation of the East is a bulwark of the monarchical principle throughout Asia. They have roots more profound than statecraft, but the most sagacious statesmanship could not have devised and inspired traditions more valuable for the stability and the strength of the State.

The speakers in both Houses naturally touched upon the wonderful vicissitudes which the late Emperor underwent. For the first years of his life he seemed doomed to pass his days, like so many of his forefathers, in a state of semi-monastic seclusion, scarce to be distinguished from an honoured captivity. He lived to become the most powerful Monarch of the East, the ruler of a great and enlightened modern kingdom, the conqueror in two wars, and the honoured and trusted ally of Great Britain. In all those changes, and in all the yet more astonishing changes in the mental attitude of his people, he was, as Mr. Asquith says, the main-spring and the central force. He saw a state of society consecrated by the tradition of ages pass away, and a new society based on totally different principles take its place. In "this supreme" and perhaps unexampled achievement, to borrow the Prime Minister's phrase, he bore an active part. By the testimony of those who have known Japan best his unremitting labours for his welfare were directed by a keen intelligence and by a judgment which was singularly sound and just. This heir to a Dynasty which was already old when Rome began to be talked of amongst men knew that a true King must be the first servant of his State. It may be doubted whether more than a handful of his own subjects have ever heard the particulars of the debt they owe him. So great a Monarch, with so illustrious a descent, could show himself truly a King in his magnanimous disdain for all that savoured of ostentation or of self-assertion. All that he asked from his people was their reverence, and of that he was assured. He trusted his servants with an absolute trust, and he was willing that they should receive at the hands of his other subjects the fullest credit for their services. His personal habits were simple, his tastes refined, and his heart full of sympathy and pity, as his poems show, for the common sufferings of mankind. Few men have undergone so severe a test. Other rulers have been tried by adversity and have emerged from the ordeal victorious. He has been tried by the yet more searching ordeal of unbroken success, and he has stood the proof. He was a great ruler in a great age. Come what may, his place is secure in the annals of mankind. To us, above all other foreign nations, his death is a cause of deep and real sorrow. Great Britain can never forget the Sovereign who made the alliance between her and Japan.

THE FRENCH COL-
LIERY DISASTER.

DEATH LIST INCREASING.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

A telegram from Bethune states that the dead now number sixty as the result of the colliery disaster there. Most of the dead are unrecognisable.

AMERICAN POLITICS.

THE VERMONT RESULTS.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

The honours of the Vermont elections lie with the Democrats and the Rooseveltians, the latter being unexpectedly successful. Both parties profess to regard the result as of the happiest augury for the Presidential election, as Vermont has hitherto been the official Republican stronghold.

THE SWISS
MANOEUVRES.THE KAISER AN INTERESTED
SPECTATOR.

(*Reuter's Service to the China Mail.*)
LONDON, Sept. 5.

Reuter's correspondent at Bern telegraphs that the manoeuvres were resumed at 4 a.m. The Kaiser, the President and foreign officers turning out at 6 o'clock. Sunshine prevailed. The Kaiser took up a position on the hill and saw almost the whole attacking line. He then visited the various positions during a well-fought engagement which presented interesting and instructive features.

The feature of the day was the final assault of the Heights of Kirchberg by the "Blue" Division. While the Kaiser was watching from the Heights, he had a long conversation in English with General Bayers, the new Commander of the South African Defence Force.

Public cups at drinking foundations are now forbidden by law throughout Kentucky. Yesterday a man was remanded at the Magistrate on a charge of feloniously entering the residence of Mrs. McEwen in Beaconsfield Avenue with intent to steal. The man entered the room of Mr. R. G. McEwen in the early hours of the morning, was caught by him and received a rough handling, traces of which he bore in court. There was a second charge against prisoner of returning from banishment. Prisoner pleaded guilty to the first charge, and the magistrate said he would have to be committed for trial at the Criminal Sessions.

A romance of the bankruptcy court was brought to light in the Manchester County Court, when application was made or permission to pay the creditors of the late Thomas Scott, formerly a lace dealer and chapman, of Liverpool, a final dividend of 10s. 9d. making the full 20s. in the pound. It was stated that the petition was filed in December, 1847, and a first dividend of 6s. 3d. in the pound was paid in 1849. Recently the estate had benefited through a London agency discovering that the debtor or his executors were entitled to about £2,000 in bank shares and accumulated dividends. The necessary order was made.

MONEY WASTED.
DON'T waste your money buying strong-theming plasters. Chamberlain's Pain Balm is cheaper and better. Dampen a piece of flannel with it and bind it over the affected part and it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

Socks, embroidered with lifelike figures of mice are the latest craze in New York. They cost 90 (gold) a pair.

THE CHINA MAIL.

SECOND EDITION

Stop Press News

BY TELEGRAPH.

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A BALLOON FATALITY

THREE SOLDIERS KILLED.

(*Reuter's Service to the China Mail.*)

LONDON, Sept. 5.

A shocking accident has occurred at the Hungarian manoeuvres.

A balloon, which was being held up by a gust of wind.

All released hold except three, who were carried to a height of four hundred feet, when they dropped exhausted and were killed.

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(*Reuter's Service to the China Mail.*)

LONDON, Sept. 5.

The honours of the Vermont elections lie with the Democrats and the Rooseveltians, the latter being unexpectedly successful. Both parties profess to regard the result as of the happiest augury for the Presidential election, as Vermont has hitherto been the official Republican stronghold.

THE SWISS
MANOEUVRES.

THE KAISER AN INTERESTED
SPECTATOR.

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LONDON, Sept. 5.

Reuter's correspondent at Bern telegraphs that the manoeuvres were resumed at 4 a.m. The Kaiser, the President and foreign officers turning out at 6 o'clock. Sunshine prevailed. The Kaiser took up a position on the hill and saw almost the whole attacking line. He then visited the various positions during a well-fought engagement which presented interesting and instructive features.

The feature of the day was the final assault of the Heights of Kirchberg by the "Blue" Division. While the Kaiser was watching from the Heights, he had a long conversation in English with General Bayers, the new Commander of the South African Defence Force.

Public cups at drinking foundations are now forbidden by law throughout Kentucky. Yesterday a man was remanded at the Magistrate on a charge of feloniously entering the residence of Mrs. McEwen in Beaconsfield Avenue with intent to steal. The man entered the room of Mr. R. G. McEwen in the early hours of the morning, was caught by him and received a rough handling, traces of which he bore in court. There was a second charge against prisoner of returning from banishment. Prisoner pleaded guilty to the first charge, and the magistrate said he would have to be committed for trial at the Criminal Sessions.

A romance of the bankruptcy court was brought to light in the Manchester County Court, when application was made or permission to pay the creditors of the late Thomas Scott, formerly a lace dealer and chapman, of Liverpool, a final dividend of 10s. 9d. making the full 20s. in the pound. It was stated that the petition was filed in December, 1847, and a first dividend of 6s. 3d. in the pound was paid in 1849. Recently the estate had benefited through a London agency discovering that the debtor or his executors were entitled to about £2,000 in bank shares and accumulated dividends. The necessary order was made.

MONEY WASTED.
DON'T waste your money buying strong-theming plasters. Chamberlain's Pain Balm is cheaper and better. Dampen a piece of flannel with it and bind it over the affected part and it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

Socks, embroidered with lifelike figures of mice are the latest craze in New York. They cost 90 (gold) a pair.

THE CHINA MAIL.

SECOND EDITION

Stop Press News

BY TELEGRAPH.

[COPYRIGHT.]

A BALLOON FATALITY

THREE SOLDIERS KILLED.

(*Reuter's Service to the China Mail.*)

LONDON, Sept. 5.

A shocking accident has occurred at the Hungarian manoeuvres.

A balloon, which was being held up by a gust of wind.

All released hold except three, who were carried to a height of four hundred feet, when they dropped exhausted and were killed.

THE FRENCH COL-
LIERY DISASTER.

DEATH LIST INCREASING.

(*Reuter's Service to the China Mail.*)

LONDON, Sept. 5.

A telegram from Bethune states that the dead now number sixty as the result of the colliery disaster there. Most of the dead are unrecognisable.

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THE CHINA MAIL.

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[COPYRIGHT.]

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

SHANGHAI.....(DEYANHA.....) About 12th Sept. Freight and Passages.
LONDON, via Suez, India.....(Capt. W. R. HICKET.....) 14th Sept. See Special of Call (Capt. G. W. GORDON, R.N.R.) 15th Sept. Advertisement

SHANGHAI, MOUL KOBE, NANKIN.....(About 10th Sept.) Freight and Passages.
AND YOKOHAMA.....(Capt. OWEN JONES, R.N.R.) 10th Sept. Advertisement

H. W. D. SHALLARD, Acting Superintendent.
P. O. R. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912

From Hongkong. 1912
'EMPERESS OF JAPAN' Sat. Sept. 14.
'MONTEAGLE' Sat. Oct. 5.
'EMPERESS OF INDIA' Sat. Oct. 26.
From Quebec. 1912
'ALLAN LINE' Fri. Oct. 11.
'EMPERESS OF IRELAND' Fri. Nov. 1.
'ALLAN LINE' Fri. Nov. 22.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL. ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER.
FROM YOKOHAMA VIA KOBE, NAGASAKI AND SHANGHAI.

ALLAN LINE.....Fri. Aug. 2.
EMPERESS OF JAPAN.....Tues. Sep. 5.
EMPERESS OF IRELAND.....Fri. Aug. 23.
MONTEAGLE.....Fri. Sept. 27.
ALLAN LINE.....Fri. Sept. 13.
EMPERESS OF INDIA.....Tues. Oct. 17.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamers as above. The 'Empress of Japan' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. HONGKONG TO LONDON, via Suez, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by the Canadian Pacific direct line) is granted to passengers by any Trans-Atlantic line other than Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of call on route.

B. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via New York. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION. STEAMERS. SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.....KAGA MARU, Capt. G. Tabusa, Tons 12,000, Wednesday, 11th Sept., at Daylight.
YOKOHAMA, B.C. & SEATLE, via KEELUNG, SHANGHAI, MOUL KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....ATSUTA MARU, Capt. S. Nagao, Tons 16,000, Wednesday, 25th Sept., at Daylight.

YOKOHAMA, B.C. & SEATLE, via KEELUNG, SHANGHAI, MOUL KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA.....SHIDZUKA MARU, Capt. —, Tons 12,500, Tuesday, 10th Sept., at 4 p.m.
TAMBA MARU, Capt. S. Wada, Tons 12,500, Tuesday, 24th Sept., at 4 p.m.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.....KUMANO MARU, Capt. M. Winkler, Tons 9600, Friday, 27th Sept., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 7000, Friday, 25th Oct., at Noon.

BOMBAY, via SINGAPORE, and COLOMBO.....BOMBAY MARU, Capt. Koguchi, Tons 5000, Wednesday, 4th September.
TOTO MI MARU, Capt. Kawashima, Tons 5000, Saturday, 7th Sept.

NAGASAKI, KOBE and YOKOHAMA.....YAWATA MARU, Capt. T. Sekine, Tons 7000, Wednesday, 25th Sept., at Noon.
Fitted with new system of wireless telegraphy. Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, TOSA MARU, Capt. Hirase, Tons 4000, Saturday, 24th August.
RANGOON & CALCUTTA.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 5 MONTHS.

Yokohama Return.	Kobe Return.	Moji Return.	Yokohama Return.
1st class \$135	\$122	\$108	\$95.
2nd class \$ 81	\$ 75	\$ 65	\$ 57.

With option of Rail between Steamer's calling ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

Shipping

? Going Home ?

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel-wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limited Luxury. Splendidly appointed. "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of chefs of international reputation. Not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$150, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$45 to London (return ticket \$74) and to San Francisco \$28. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

The Cost:

Steamers: SIBERIA.....18,000 Tons Starting TUESDAY, 17th Sept., at 1 p.m.
CHINA.....16,200 " " TUESDAY, 24th Sept., at 1 p.m.
MANCHURIA.....17,000 " " TUESDAY, 1st Oct., at 1 p.m.
NILE.....11,000 " " TUESDAY, 15th Oct., at 1 p.m.
MONGOLIA.....11,000 " " WEDNESDAY, 23rd Oct., at 1 p.m.
KOREA.....18,000 " " TUESDAY, 19th Nov., at 1 p.m.

Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (Opposite Blake Pier). Telephone No. 141.

FRED J. HALTON, Agent.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 21 KNOTS. Displacement 21,000 TONS.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER

Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Captain Date of Sailing.
Shinjo Maru.....E. S. SMITH.....Tuesday, 10th Sept., at Noon.
CHIYO MARU.....W. W. GREENE.....TUESDAY, 8th OCT., at Noon.
NIPPON MARU.....A. G. STRAVINS.....TUESDAY, 29th OCT., at Noon.
TENYO MARU.....E. BART.....TUESDAY, 5th NOV., at Noon.

The S.S. SHINYO MARU will be despatched for San Francisco, via Keelung, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ).
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers:

BUYO MARU, HONGKONG MARU & KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer Tons Date of Sailing.
Buyo Maru.....Friday, 4th Oct., at Noon.
HONGKONG MARU.....TUESDAY, 3rd DECEMBER, at Noon.
KIYO MARU.....SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL FARES.—TO OFFICERS OF THE ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and TO MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.C. & TACOMA via KOBE, YOKKAICHI & YOKOHAMA.

Steamers Captains Leave
'CANADA MARU'.....K. Hori.....Tuesday, 17th Sept. at 2 P.M.
'TACOMA MARU'.....T. Hamada.....Thursday, 3rd Oct. at 2 P.M.
'PANAMA MARU'.....J. Kanao.....Tuesday, 16th Oct. at 2 P.M.
'SEATTLE MARU'.....T. Saito.....Thursday, 31st Oct. at 2 P.M.
'MEXICO MARU'.....N. Kobayashi.....Tuesday, 12th Nov. at 2 P.M.
'CHICAGO MARU'.....L. Goto.....Tuesday, 26th Nov. at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at SHANGHAI, MOUL KOBE, YOKKAICHI & YOKOHAMA.

Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For FOCHOW via SWATOW AND AMOY.

Steamer Captain Leaves
'KAIJO MARU'.....Y. Yamamoto.....Wednesday, 11th Sept., at noon.

For TAMSUI via SWATOW & AMOY.

Steamers Captains Leave
'DAIGI MARU'.....Y. Sonekawa.....Sunday, 8th Sept., at noon.
'DALIN MARU'.....T. Fuchigami.....Sunday, 10th Sept., at noon.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer Captain Leaves
'SOSHU MARU'.....K. Sakawa.....Wednesday, 13th Sept., at 10 A.M.

For CANTON Direct.

Steamer Captain Leaves
'SOSHU MARU'.....K. Sakawa.....Friday, 13th Sept., at 6 P.M.

These Steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fan.

These Steamers will arrive at and depart from SOON-TEP WHARF (near the Harbor Office, Praya Central).

For further information, apply to S. HIBOL, Manager, Second Floor, No. 1, Queen's Building.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR STRAITS TO SAIL
HOIHOW & HAIPHONG.....SUNGLING.....Sept. 6, at Noon.
SHANGHAI.....LINAN.....Sept. 7, Midnight.
SAMARANG & SOERABAYA.....PARKOI.....Sept. 9, at Noon.
MANILA, CEBU & ILOILO.....TAN.....Sept. 10, at 4 p.m.
SHANGHAI.....CHUNCA.....Sept. 12, at 4 p.m.
WEIHAIWEI & TIENTSIN.....HUICHO.....Sept. 13, at 4 p.m.
SHANGHAI.....ANHU.....Sept. 14, Midnight.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Reduced Fare. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tean' & 'Taming'. Saloon accommodation a.s. 'Kaifong' is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chienan, Chinshu)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

SHANGHAI TO ANTING, direct sailings on alternate Wednesdays.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL
TIENTSIN, via SWATOW, WEIHAIWEI & CHEFOO.....CHEONGSHING.....FRIDAY, Sept. 6, at Noon.
MANILA.....LOONGSANG.....SATURDAY, Sept. 7, at 2 p.m.
SHANGHAI.....CHUYSANG.....SUNDAY, Sept. 8, Daylight.
SANDAKAN.....MAUSANG.....THURSDAY, Sept. 13, at 4 p.m.
MANILA.....YUENSANG.....SATURDAY, Sept. 14, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kuzong, Nanking and Fooking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the Liaoning and Aomang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiao, Tientsin, via Chinkwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. OKARA, 5291 tons, Capt. F. L. Morn, will be despatched for YOKOHAMA & KOBE on the 7th September, at Noon. To be followed on the 11th September by S.S. FAZILKA, Capt. Commack, taking cargo and passengers at current rates.

WESTWARD

The S.S. MUTTRA, 4644 tons, Capt. H. Carey, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 12th September, at Noon, followed by the S.S. OKARA, 5291 tons, Capt. F. L. Morn, on the 25th September, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION

For Steamers Date of Departure.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....'DEN OF GLAMIS'.....about 5th Sept.

SHANGHAI, KOBE AND YOKOHAMA.....'FLINTSHIRE'.....about 1st Oct.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APICAL, 2,961 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 14th September.

S.S. THONGWA, 3,428 tons, Capt. Fysh, will be despatched for KOBE and MOJI (Yokohama if sufficient inducement offered) on 20th September.

WESTWARD.

S.S. JELUNGA, 3,361 tons, Capt. D. Macfadyen, will be despatched for SINGAPORE, PENANG and CALCUTTA on 13th September.

S.S. JAPAN, 3,805 tons, Capt. Archdeacon, will be despatched as above on 21st September.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to DAVID BARSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

'HONGKONG'S MUSICAL HISTORY'

BY H. L. O. GARRETT.

Being a re-print of a series of articles that appeared in the CHINA MAIL.

Price..... 50 cents

Shipping

IMPERIAL GERMAN MAIL LINE.

NONDEUTSCHER LLOYD BREMEN.

FOR MANILA, YAP, MARBON, FRIEDRICH WILHELMSTRADE, RABAT, SAMARAT, BRISBANE AND SYDNEY.

THE Steamship PRINZ SIGISMUND.

Captain D. Lenz, will leave for the above places on SATURDAY, the 7th inst., at 6 p.m.

For Freight or Passage, apply to NONDEUTSCHER LLOYD, METROBROS & CO., General Agents.

Hongkong, September 3, 1912. 1105



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship INDIA, Captain G. W. Gordon, R.N.R., carrying His Majesty's Mail will be despatched from this for RATA, on SATURDAY, the 14th Sept., 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Malacca' 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for Fremont, and cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay by the S.S. Egypt due in London on the 28th October, 1912.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to H. W. D. SHALLARD, Acting Superintendent.

Hongkong, August 31, 1912. 1092

'INDRA' LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malacca Coast).

THE Steamship INDRASAMHA.

Captain Jones, will be despatched as above on 23rd September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 3, 1912. 1107

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK, VIA SUEZ.

THE Steamship JESERIO.

Captain Robert White, having arrived, Consignees or others are hereby informed that their goods are being landed and placed at their risk into the cargo hold of the ship, and extra charges for loading and unloading of the goods and for Godown and Godown Co., Ltd., when delivery may be obtained.

All claims must be presented within ten days of the steamer's arrival here or they will not be recognized.

No claims will be admitted after the Goods have left the Godowns, and the Goods remaining undelivered after the 11th inst. will be subject to sale.

All broken, chafed and damaged Goods are to be taken to the Godowns, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LIMITED, Agents.

Hongkong, September 4, 1912. 1110

AGENTS

LONDON.—J. ALAN, 11 & 12 Cannon Lane, Lombard Street, E.C. 4. B. Brown & Co., Ltd., 183 Queen's Road, Victoria St. CLARK, Box & Flett,

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1912.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LONDO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colonbo	Leave Hongkong	Connecting Steamers from Colonbo to Marseilles and London	Due Marseilles (Brindisi) 3 days earlier	Due London (1 day later)
Steamer	Tons	Steamer	Tons	Day
INDIA	8000	MOULTAN	10000	Feb. 15
ASSAYE	7000	MALINDA	12500	Feb. 15
HIMALAYA	7000	MORRA	11000	Mar. 1
DEVANHA	8000	MARMORA	10500	Mar. 1
DETA	8000	MEDINA	12500	Mar. 1
INDIA	8000	Through Steamer		Mar. 1
ASSAYE	7000	WONGKONG	10000	Mar. 1
DEVANHA	8000	MACDONIA	10000	Mar. 1
CHINA	8000	MALVA	11000	Mar. 1

Passengers change Steamers at COLONBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLONBO is definitely reserved in Hongkong at the time of Booking.

FARE TO LONDON

1st SALOON £71.10 SINGLE £104.14 RETURN.

2nd SALOON £48.8 2nd £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due Marseilles	Due London
NOYARA	about	about	about
SUNDA	January 22	Feb. 23	March 5
SARDINIA	February 5	March 9	March 19
SOMALI	February 19	March 23	April 2
NAMUR	March 5	April 6	April 16
NANKIN	March 19	April 20	April 30
NYANZA	April 2	May 4	May 14
NORE	April 18	May 18	May 28
NILE	April 30	June 3	June 13
	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARE TO LONDON

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd SALOON £38.10 2nd £57.4

For further particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.WORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.WORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL.

MARSEILLES, Via Ports CALEDONNIEN, MELB. about 24th September.

TRANS SHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONNAT, and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre, Rotterdam & H'burg
S.S. C. FELD, LAEISZ, 13th Sept.	S.S. BRISGAVIA, 8th Sept.
S.S. ARCADIA, 24th Sept.	For Havre, Bremen & Hamburg
S.S. SCANDIA, 10th Oct.	S.S. SUEVIA, 12th Sept.
	For Marseilles, Havre, H'burg & Antwerp
	S.S. PREUSSEN, 10th Sept.
	For Marseilles, Havre & H'burg
	S.S. SILEZIA, 21st Sept.
	For Havre & H'burg
	S.S. O.J.D. AHLERS, 5th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

HONGKONG-NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK, via PORTS AND

SUEZ CANAL.

(With liberty to call at the Malayan Coast).

S.S. INVERCLYDE, On 10th Sept. 1912.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, July 22, 1912.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.O., VANCOUVER, SEATTLE, and
TACOMA.

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIO	September 17th.
STEAMER	October 19th.
LORD CURZON	November 20th.
LORD DERY	December 17th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, FRANK CENTRAL.

Telephone No. 180.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG.

20th July.

FROM COLOMBO.

10th August.

For Rates and further information, apply to

THE BANK LINE LIMITED,

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer

at CALCUTTA.

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

New Line of Steamers
TO
South African Ports,
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 8,000 tons, to be despatched second half of September.

And regularly thereafter.

For Rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.	PRINZ LUDWIG, Capt. F. v. Bismar.	(18,300)	WEDNESDAY, 18th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	GOEBEN, Capt. G. Lindemann.	(17,300)	FRIDAY, 6th Sept.
MANILA, YAP, MARONNI, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	SATURDAY, 7th Sept., at 6 p.m.
KOBE & YOKOHAMA.	PRINZ WALDEMAR, Capt. H. Bremer.	(6,100)	TUESDAY, 17th Sept.
KUDAT AND SANDAKAN.	BOERNEO, Capt. F. Sambill.		SATURDAY, 7th Sept.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletunkan.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Day of Date
SAFRO	4,000	M. O. Smith	Manila, Mangarin, Iloilo & Cebu.	Monday, Sept. 9, at 4 p.m.
SUBI	4,000	S. A. Ochoy	Manila, Mangarin, Iloilo & Cebu.	Wednesday, Sept. 18, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government):
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

Accelerated Train Service from Trieste to Paris, London and Berlin.
S.S. AFRICA, 8800 tons, will leave as above on 19th September, at 5 p.m.
S.S. KÖNIG, 9900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates Hongkong—Shanghai 2nd 1st class, £4 2nd class and £19 3rd class.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No extra, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 8800 tons, will leave as above on 5th September, a.m.
S.S. KÖNIG, 9900 tons, will leave as above on 5th October, a.m.
Cheap rates Hongkong—Shanghai 2nd 1st class, £4 2nd class and £19 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, about 1st October.

TO KOBE.

S.S. CHINA, 11,800 tons, will leave as above and to Yokohama via Shanghai about 28th September.
S.S. E. FRANK FERDINAND, 13,000 tons, will leave as above about 31st Oct.

Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCE'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Beach	FRIDAY, 6th Sept., at 11 a.m.
HAIRANG	Capt. A. E. Rodgers	TUESDAY, 10th Sept., at 11 a.m.
HAICHING	Capt. W. C. Patterson	FRIDAY, 13th Sept., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

STEAMERS	CAPTAIN	LEAVING
HAIMUN	Capt. J. W. Evans	SUNDAY, 8th Sept., at 10 a.m.
		WEDNESDAY, 11th Sept., at 11 a.m.

During the months of July & August—Return Tickets available for three months will be issued at a reduction of 30% on the usual rate to Foochow.
Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.
For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	Aug. 30.	Sept. 21st, at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA' Capacity 28,000 Tons. Length 630 Feet. Beam 73 Feet. 21,000 Tons Gross Register. 34,500 Tons Displacement. EQUIPPED WITH WIRELESS TELEGRAPHY. (CAPT. T. W. GARRICK).

SAILS FROM HONGKONG on MONDAY, November 4th, at Noon.

FOR SEATTLE via KHELUNG, NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired through ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

THOS. COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 15, DES VOGES ROAD, CENTRAL, HONGKONG. SHANGHAI, 25, Yeechow Road. YOKOHAMA, 32, WATER STREET.

TICKETS arranged to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at low rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED. FOREIGN MONIES exchanged.

HEAD OFFICE: LUDGATE CHURCH, LONDON, E.C.

Hongkong, April 4, 1908.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals hoisted on the Matheron on 1st Hill, Kowloon, the Harbour Office, Kowloon, Godown, H. M. S. 'Satan', Green Island, Standard Oil Refining Co. chi-kok and F. O. Quarters, Lyseum.

A CONE point upward indicates a Typhoon to the North of the Colony.

A CONE point upwards and downwards indicates a Typhoon to the North-West of the Colony.

A DRUM indicates a Typhoon to the East of the Colony.

A CONE point downwards and upwards indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and upwards indicates a Typhoon to the South of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and downwards indicates a Typhoon to the North-East of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and downwards indicates a Typhoon to the North-West of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and downwards indicates a Typhoon to the North-East of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and downwards indicates a Typhoon to the North-West of the Colony.

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